

THE
HONGKONG
WEEKLY.
ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

GRAND PRIX PARIS 1900
The Highest Quality Award
Joseph
Gillott's
PENS
Of Highest Quality, & Having Greater
Durability, and Therefore
CHEAPEST.
The only Award Chicago, 1911

No. 13,774.

號一月六年七零百九千一英

HONGKONG, SATURDAY, JUNE 1, 1907.

日一廿月四年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 793

NOTICE.

APPLICATIONS are invited for the Post of SECRETARY to the HONGKONG GENERAL CHAMBER OF COMMERCE. Applications to be made in writing only to be addressed to the Chairman.

EDBERT A. HEWETT,
Chairman.

HONGKONG GENERAL CHAMBER OF COMMERCE,
St. George's Building, Hongkong.
Hongkong, May 31, 1907. 952

CONNAUGHT HOTEL.

SPECIALLY REDUCED RATES FOR MEALS.

DURING Summer Months only TO BEGIN FROM 1st JUNE, 1907.

BREAKFAST.....\$0.80 from 7.30 to 9.30 a.m.
DINNER.....\$1.00 from 1.00 to 2.30 p.m.
Afternoon Tea 25 Cents.

DINNER.....\$1.00 from 7.30 to 9.30 p.m.

Residence, including Board and attendance, by month can also be had at very reduced rates.

Hongkong, May 28, 1907. 940

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,338 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. PATSHAN, 2,338 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Branch.
s.s. HUNGSHAN, 1,985 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 6.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.

s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison, at Dock.

Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 568 tons, Captain J. Wilcox.

s.s. NANNING, 568 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Horse Manners, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

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(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT

NEW STOCK OF

SUMMER COSTUMES

IN

MUSLIN, LINEN, VOILE, etc.

Latest Styles in

TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & Co.
Hongkong, May 4, 1907. 2040

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager.

OCCIDENTAL HOTEL

KOWLOON.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for

RESIDENTS and TOURISTS.

ELECTRIC LIGHT and FANS THROUGHOUT.

Bathroom attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarders.

Apply to E. G. JORDAN, Manager.

BALTIMORE HOTEL

HONGKONG.

MANAGED ON AMERICAN PLAN.

Being in the Business center of the town is the FAVORITE HOTEL with visitors from Manila.

Terms Moderate.

TABLE UNDER DIRECT EUROPEAN SUPERVISION.

Special Terms for Families and Parties.

Apply to E. G. JORDAN, Manager.

Hongkong, March 7, 1907. 423

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

MEE CHEUNG

ART PHOTOGRAPHER.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF

H.E. Sir MATTHEW NATHAN'S FAREWELL

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AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1781

PATELL & CO.,

SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN

WINE and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

SEE WOO

TAILOR, DRAPER AND

OUTFITTER.

HAS REMOVED to new premises, 14,
QUEEN'S ROAD CENTRAL,
Hongkong, January 28, 1907. 118

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO

THE MANAGER.

JUST LANDED.

SPARKLING DEVONSHIRE

CHAMPAGNE CIDER.

FOR RACINESS AND SALUBRITY PREPARED BY

CHAMPAGNE.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN
SCOTLAND.

CITY ANALYST'S LABORATORY,

138, BATH STREET,

GLASGOW, 21ST JANUARY, 1907.

MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Hereby certify that I have taken samples of every vatting of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, Ph. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow,

and the Counties of Lanark and Renfrew, &c.

'EVERY JUDGE OF WHISKY WILL CONFIRM THIS.'

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

J. & F. Martell's

Cognac.

This Firm's Cognac even the cheapest quality, is a rapid and trustworthy Restorative in cases of diseases, and its moderate use as an Article of Diet for adults is usually beneficial.

HOSPITALS USE IT IN PREFERENCE TO OTHER BRANDS.

THE LEADING HOTELS STOCK IT

Call for it and see that you get it

ONE STAR. 25
THREE STARS. 28
V.S.O.P. 40
V.V.O.P. 60

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

WM. POWELL,
LIMITED.

Gentlemen's
Establishment.

WHITE
CANVAS
SHOES
\$5.00 Per Pair
SMART SHAPE.

WM. POWELL, Ltd.,
28, QUEEN'S ROAD,
(Opposite Clock Tower).

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THE CHINA MAIL, LTD., 8, Queen's Road Central.

S. MOUTRIE & Co.,

LIMITED.

PIANOS

NEW MODELS, FULL IRON FRAME UNDERDAMPER ACTION, SILVER PLATED STRINGS, FULL COMPASS—SEVEN OCTAVES.

PRICE.....\$340.

UNSURPASSED FOR RICHNESS OF TONE AND LIGHTNESS OF TOUCH.

A WRITTEN GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN.

NEW PIANOS ON HIRE from \$10 per month.

Regular Tuning and Attention Inclusive.

S. MOUTRIE & Co., Ltd.,
WORK BUILDINGS, CHATER ROAD,
Hongkong, April 16, 1907.



A. S. WATSON
& Co., Ltd.

AERATED-

WATER

MANUFACTURERS.

ESTABLISHED A.D. 1841

OUR AERATED WATERS hold the premier position for excellence in the Far East. Made with the greatest care and with the finest materials procurable, they supply a pleasing variety for all palates.

OUR SODA WATER is the most wholesome daily beverage that can be taken. It is a neutralizer of the lactic acid in the blood, an antidote to acid dyspepsia, and a promoter of digestion.

OUR LEMONADE ORANGE CHAMPAGNE, RASPBERRYADE, LEMON SQUASH, etc., possess the true flavour of the finest Fresh Fruits and are perfectly pure and wholesome.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit with mild acidity, and it will be found a most refreshing beverage, particularly suitable for the hot weather.

OUR DRY GINGER ALE is a beverage of delightful flavour and aroma. Its agreeable aromatic properties make it especially suitable for this climate.

OUR SASSAPARILLA is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER, since its introduction, has been steadily growing in popular favour. Prepared scientifically from finest Jamaica Ginger, it is a most wholesome drink for all seasons.

We confidently state that no Aerated Water Factory in the World is more replete with up-to-date appliances, thus assuring the highest degree of purity and freedom from any form of contamination.

A. S. WATSON & CO.,
LIMITED.

Hongkong, China & Manila.
Hongkong, May 29, 1907.

DEATH.
Bacon.—On the 29th ult. (suddenly) at Lofong Customs Frontier Station, Prince JAMES BACON, of the Imperial Chinese Customs Service, aged 43 years.

MEMOS. FOR MONDAY.

Miscellaneous.
Goods per *Australon* unloaded after this date at Noon will be subject to rent and landing charges.
Goods per *Montgomeryshire* undelivered after this date subject to rent.
Goods per *Prehauer* undelivered after 4 p.m. this date will be landed.
Goods per *Kulsang* undelivered after 4 p.m. on this date will be landed.

General Memoranda.

TUESDAY, June 4.—
Goods per *Malta* not cleared at 4 p.m. on this date subject to rent.
Goods per *Althorpe* undelivered after this date subject to rent.
THURSDAY, June 6.—
Goods per *Prins Sigismund* undelivered after this date subject to rent.

The China Mail.

HONGKONG, SATURDAY, JUNE 1, 1907.

GOVERNMENT SALARIES AT SINGAPORE.

An extremely interesting discussion took place in the Legislative Council of the Straits Settlements on May 21 when the proposal to increase the salaries of civil servants receiving less than £1,020 per annum was discussed. An unofficial member, the Hon. Mr. Fort, moved as an amendment that the increase should be given to all officers whatever salary they were receiving and in the course of his speech in support of the amendment he made several telling points. It appeared to him very false economy to pay their government officers less than they should be paid in relation to the importance of the duties they discharged and less than other places in the East. He also considered that the whole question of civil servants' salaries should be sympathetically considered by a Committee of the Council. The Colony's financial position had, of course, to be kept in mind, but he was distinctly against urging that position as an argument against doing justice to the civil servants. Another unofficial member, the Hon. Mr. John Anderson, seconded the amendment and said he did not think that it would be denied by any reasonable man that the civil servants of the Colony were worthy of salaries adequate to the duties they performed and to the position they were entitled to maintain. When the amendment went to the vote six members voted for it and six against, the officials as a body voting against the amendment. The Governor, as in duty bound, gave his casting vote against the amendment which was accordingly lost. In replying to the speeches made by the unofficial members His Excellency the Governor thanked those gentlemen most heartily for the generous terms in which they had spoken of the services of the public employees but he warned them that the amendment was one that could not be accepted. Holding that view it is clear that Sir John Anderson had no option but to vote as he did. The fact that a Legislative Council has no power to alter a recommendation made by the Secretary of State for the Colonies shows how absolutely impotent such a body is in a Crown Colony. The dead weight of an indifferent hand, thousands of miles away, presses ever upon the Council. Their knowledge of local conditions and requirements is as nothing compared to the careless utterance of a political centurion who probably could not name the capital cities of one half of Great Britain's dependencies if he were examined. But leaving that question it will be noted that every word that was said by Messrs Fort and Anderson in reference to the civil servants in the Straits Settlements applies just as truly to the civil servants of Hongkong. Taken as a whole they are a hardworking and efficient body of men and they certainly deserve better treatment than they are receiving. A large proportion of them are working for much less than they believed they were contracting for. The community generally is not desirous of seeing the civil servants, either in the upper or lower grades, squeezed.

They should be paid what their labour is justly worth and their emoluments should not depend upon the fluctuation of exchange over which they have no control. Considering the extraordinary apathy that the community displays in regard to matters which interest it directly it is perhaps useless to hope that anything will be done here by the public to secure just treatment for the civil servants. That being so they should leave no stone unturned in the endeavour to secure justice themselves. Persistent agitation may stir the Colonial Office, for once, to intelligent activity.

According to the reports that are published in Canton, no sooner was Viceroy Shum reappointed to Canton than the business people and some of the gentry expressed their delight and at once set to work to show their gladness in a practical way. When Shum was there last he did something to lessen taxation for some of the merchants. Rather, perhaps, it should be said that he did something to make taxation less vexatious, and that is something for a half a loaf is better than no bread. He arranged that native products, when being shipped from one place to another inland, should be taxed at one end only. Hitherto, in many cases duties were paid at the port of shipment and again at the port of destination. The Viceroy arranged that all the duties should be collected at one end. Now, therefore, the Chairman of the Chamber of Commerce has published a leaflet or a communication of a kind and has scattered it broadcast which announces the joy felt that the Viceroy is returning, and therein it is suggested that there be a public holiday when Shum arrives to commemorate his return. Verily, the ways of the Chinese are hard to understand, for it is not long since the traders of Canton were very angry with Shum owing to his doings in regard to railway matters; but perhaps they have found that whilst Shum chastised them with whips, Chou-fu has chastised them with scorpions.

LOCAL AND COAST NEWS.

Mr. H. L. Fletcher, R.N.R., has been appointed Second Assistant Marine Surveyor during the absence on leave of Mr. J. Macdonald.

The drizzling rain which fell intermittently during the day no doubt kept many people from attending the second Gynkhana at the racetrack.

On Tuesday, June 11, a meeting of Justices of the Peace will be held at the Magistrate's, to consider an application from J. E. Barker to transfer the adjutant licence of the "Western Hotel" to J. B. Moller.

Mrs. Longworth will over be Alice Roosevelt with the American people and papers, says a London journal. She afforded too many paragraphs in her time for them to let her drop into obscurity. An "Alice" sensation is always popular. The President's daughter has secured it with her new spring hat. It is a human little story enough. There is a Bird Protection Society in America something on the lines of the one here. It is called the Audubon Society. Its headquarters are at Washington, and its President is Mrs. Roosevelt. Its members are pledged to a war against the wearing of birds in ladies' hats, and so zealous and so active has been the campaign that wings and plumes and birds were becoming noticeably less in all the spring head-gear. Then 'lo! and behold, Mrs. Longworth walking through the streets of Washington in a new Easter hat. And what a hat! In American phraseology it is perfectly stunning. It is a white chip turban, twisted up rather high on one side, and irregular in shape. The trimming is a band of light green velvet and—horror!—on one side of the chip hat there saggles close to the brim a large white dove, its eyes looking straight ahead, and its beautiful wings spread backwards. Oh! Alice! Washington looks agape and asks, "What is stepmother saying?"

A Coolie Fight.
Shortly before three o'clock this afternoon a fight between two coolies took place near the Law Courts building. During the struggle one of the coolies was struck on the head with a piece of wood, which inflicted a deep scalp wound, from which the blood flowed profusely. The police were on the scene in time to render first aid to the wounded coolie and arrested the other one.

The Bandmann Comedy Company.

A good house witnessed the production of "The Idler" at the Theatre Royal last night, by the Bandmann Comedy Company. Miss Florence Hamer and Mr. Claude King took the leading parts, but they were well supported by Miss Dorcas Corshio, Miss Helen Grenville, and Messrs. Philip Saunders, Sydney T. Pousé and Mr. Clifford Down. The piece was well played and was well received by the audience.

BY TELEGRAPH.

THE EGYPTIAN TROUBLE.

Native Officer Killed.

Twenty-one Men Missing.

(Exclusive Service, supplied by Reuter, via Bombay).

London, May 31.

Reuter's correspondent at Cairo wires that a native officer and twenty-five men left Dongola during April and were not heard of again until the officer's body was found.

A sergeant and three men were rescued but the remaining twenty-one are still missing.

THE MIDDLESEX ELECTION.

The Unionist Candidate.

(Exclusive Service, supplied by Reuter, via Bombay).

London, May 31.

Lord Ronaldshay is standing for Hornsey (Middlesex) in the Unionist interest.

The Liberals have decided not to oppose Lord Ronaldshay.

THE OPIUM QUESTION.

London, May 30.

The *Altabad Pioneer* states advice from the Persian Gulf shore that the merchants are watching with interest the negotiations for the restriction of Indian opium in China; and that the Persians are prepared to supply Persian, if China does not prohibit all foreign grown opium.

MILITARY VETERANS.

London, May 30.

The King has invited 114 officers, the survivors of the siege of Delhi, and the defence of Lucknow, to a levee on the 3rd June.

BRITISH EDITORS IN BERLIN.

London, May 30.

At a banquet to the British editors in Berlin, Herr Muehlberg, the Under Secretary for Foreign Affairs, repudiated the idea that Germany was a menace to the peace of the world.

The Navy of Germany was only intended to protect her coasts, and her commerce everywhere.

JAPANESE IN CALIFORNIA.

London, May 30.

A committee of 70 influential men has been formed in San Francisco for the purpose of fighting the forces of disorder.

PORTUGAL.

London, May 30.

The political situation in Portugal is obscure.

The King has issued a number of dictatorial decrees.

The Municipal Councils throughout the kingdom protest against the dissolution of without fixing a date for the election.

PRINCE FUSHIMI.

London, May 30.

Prince Fushimi was to-day entertained at a farewell luncheon at Buckingham Palace, at which the Prince and Princess of Wales and the Duke and Duchess of Cornwall were present.

Speaking of the steamer *Altabad*, recently acquired by the E. and A. line to replace the wrecked *Australon*, a Sydney paper says: "The *Altabad* was originally an Aberdeen liner, being known as the *Nineveh*, and she was only recently purchased by the E. and A. Company, to meet the requirements of the Eastern trade. The steamer is well and favorably known out here, and the reputation she established for speed and comfort under the Aberdeen line is sure to be well maintained under the E. and A. flag. The *Altabad* is of 3,808 tons, and as a passenger ship she can hold her own with the modern liners coming here. The main saloon is a luxurious apartment, and there are roomy staterooms, all fitted up with taste, and replete with every convenience."

SOMETHING EVERY FAMILY SHOULD KEEP.

MR. L. P. Turner, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhoea Remedy successfully in his home and writes the manufacturers of this medicine as follows: "We are tattered without this remedy in our home and it is more than you claim for it. For pain in the stomach, diarrhoea or in infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. For sale by all chemists and storekeepers."

BY TELEGRAPH.

SOUTH CHINA RIOTS.

ROUNDOABOUT NEWS.

Information from Formosa.

(From Our Correspondent.)
SHANGHAI, June 1.

A telegram from Formosa gives the following regarding the disturbances near Swatow:

The Government offices at Huang-kang were attacked on May 23 and burnt, a dozen officers being killed. Chaoan was captured on May 24.

Yaooping was occupied on May 25, several prefects being missing.

Linsiang was also captured and officials were massacred.

The insurgents style themselves revolutionaries. Many are without queues.

Only officials are being molested. Insurgents marched on Chongha on May 27 and threatened Changchou.

Attacked the Imperial headquarters opposite Swatow on May 28.

The casualties are about equal.

The Swatow Tactal is keeping back news being frightened of foreign intervention. Only insurgent losses are given.

THE WONGKONG GANG.

Entrenched in the Wet Mountains.

(From Our Correspondent.)

CANTON, May 31.

According to the reports that come in from Wongkong in the district of Chiu Chau, though the rioters have been beaten, more or less, they are yet strongly garrisoned at a place called the Wet Mountains. They have set up their flags there, which, as we have read before, have been besmeared with blood.

Though they suffered some kind of a repulse many others are flocking to their standards, and it is said that the rioters now number many thousands. They have issued proclamations, in which they urge the people to attend to their regular duties and then they will not be molested. It is said that these proclamations are signed by Suen, representing the civil section of the affair, and by Hung representing the military element.

These two names by the way are very significant. "Suen" is the name of Suen Yat-sun, who is known to be restless, and whose life has been sought by the Chinese Government more than once. "Hung" was the name of the leader of the Taiping Rebels, and is still a name dreaded in some parts of China.

The fact that the proclamations are signed by these two names, whether men do plumes or not, is suggestive of what is meant by the uprising, if the insurgents should be able to have their own way.

Back from Pakhoi.

The British torpedo destroyer *Taku* reached port from Pakhoi this morning, after being quiet at the latter place. The *Taku* went down to Pakhoi last Saturday.

Just before he left Diarrhin King Edward drove in his motor-car to the little frontier town of Cambo to see the foxhounds belonging to the Comte de Gontaut-Biron. One of the guides of the place, seeing a rich visitor, asked him if he would like to go and see the famous pass of Rochesvalles, where Roland fell, and on the King's return, the man said, "Excuse me, sir, but you are very like the King of England."

The King took a sovereign out of his pocket and gave it to the guide, saying in Spanish, "You think so? Well, there is my portrait." The King then drove off, followed by the cheers of the villagers and the fervent blessings of the guide.

SUMMER DIARRHOEA IN CHILDREN.

DURING the hot weather of the summer months the first unnatural looseness of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and storekeepers.

A Remarkable Bird Found in Mexico.

A remarkable bird found in Mexico is the bee-eater, which has a trick of ruffling up the feathers on the top of its head into the exact semblance of a beautiful flower, and when a bee comes along to sip honey from the supposed flower it is snatched up by the bird.

BY TELEGRAPH.

THE CRUISER CHANZY.

A Total Wreck.

(From Our Correspondent.)
SEASOAR, June 1.

The French cruiser *Chanzy* has been abandoned as a total wreck.

The vessel is now standing stern down and bows up.

The wrecking vessels have returned from the scene of the disaster.

ANOTHER SHIPPING MISHAP.

The Selum Ashore.

(From Our Correspondent.)

NAGASAKI, June 1.

The Norwegian steamer *Selum* is ashore on the Mason Bank. She was carrying a cargo of coal from Hankow to Tsungming.

BRITISH CONSULAR SERVICE.

Propositions for Improvement.

The following article from a recent *Standard* will be read with interest:

The shortcomings of the Consular service have been for years past a favorite theme with those who are anxious about the future of British trade abroad. The Consuls of the old school were charming folk, often capable of conducting the minor diplomacy entrusted to them, with adroitness, and delightfully accommodating to the happy-go-lucky British traveller who had "left his purse on the piano," and required a loan of five pounds to pay his fare home. But of the condition of trade they were, except by accident, completely ignorant, and the promotion of British trade is the chief, though not the only, function of the Consular office. In 1903 Lord Lansdowne appointed a Departmental Committee of the Foreign Office, charged to inquire into the methods by which candidates for the Consular service were selected, and to make suggestions for improvement. That Committee reported that it was desirable that the age limit for admission to the service should be fixed between twenty-two and twenty-seven years of age; that candidates should undergo a competitive examination in the English, French, and German languages, commercial geography and arithmetic, mercantile law, and political economy; and that they should be required to satisfy the Secretary of State that they had received a commercial training extending over four or five years. "A Consul," from whom we publish an address, informs us that, of thirteen appointments made to Vice-Consulships since the Committee reported, only one of those appointed has received any commercial training at all. This result is, as he remarks, "profoundly disappointing," since it seems but to have accentuated the Consular system of selecting men to offices according to their proficiency in answering questions on paper, which has been the curse of our public services for fifty years. To appoint a man Vice-Consul as Beirut because he knows more French and German than another is a notable instance of the modern method of selection. It makes the task of administering the reform in this country such a heart-breaking business.

"A Consul" is desirous that the Foreign Office should in future offer more of the appointments to commercial candidates. However desirable this may be, and it unquestionably is desirable, it is impossible to avoid asking the question whether the service is sufficiently remunerative to attract young men of the right stamp who have had their foot on the commercial ladder for four or five years. The pay of a Vice-Consul ranges from about £250 to about £400 a year; the pay of the second assistant is £200 to £250 a year. We fear that the young men possessed of a knowledge of French and German, mercantile law, and political economy who would seek such posts after having done five years' work in a commercial house, would be those who, from some defect of character or ability, had proved failures. If they were of the right stamp, specially and intellectually, with the capacity for dealing with men and experience in doing so which a Consular position demands, their prospects in the ordinary course of commerce would be too good to give up for the chance of enjoying £200 a year in a foreign provincial town. The second scheme suggested by "A Consul" seems to us more hopeful. He proposes that, after the competitive examination has been successfully passed, the candidates should, before appointment, receive a training in the practical working of commerce. A similar plan, it may be noted, is adopted in the case of successful candidates for the Indian Civil Service, of whom a selected number pass through a university course before taking up their appointments, and in the case of Student Interpreters destined for the service in the Far East, in Egypt, or in Persia, who either take a university course or are called to the Bar. If a specialised course of commercial study, including, as "A Consul" suggests, following Mr. J. H. Yoxall, visits to representative manufacturing establishments of British industry, were made obligatory on all successful candidates for the Consular service, the expense being defrayed out of public funds, a considerable increase of efficiency might be expected. It may be necessary to increase the pay and prospects of those who join the service; but, if really efficient men were obtained in this manner, the extra cost would be easily recovered. The money at present expended is, to a large extent, simply wasted.

A remarkable bird found in Mexico is the bee-eater, which has a trick of ruffling up the feathers on the top of its head into the exact semblance of a beautiful flower, and when a bee comes along to sip honey from the supposed flower it is snatched up by the bird.

Shipping.

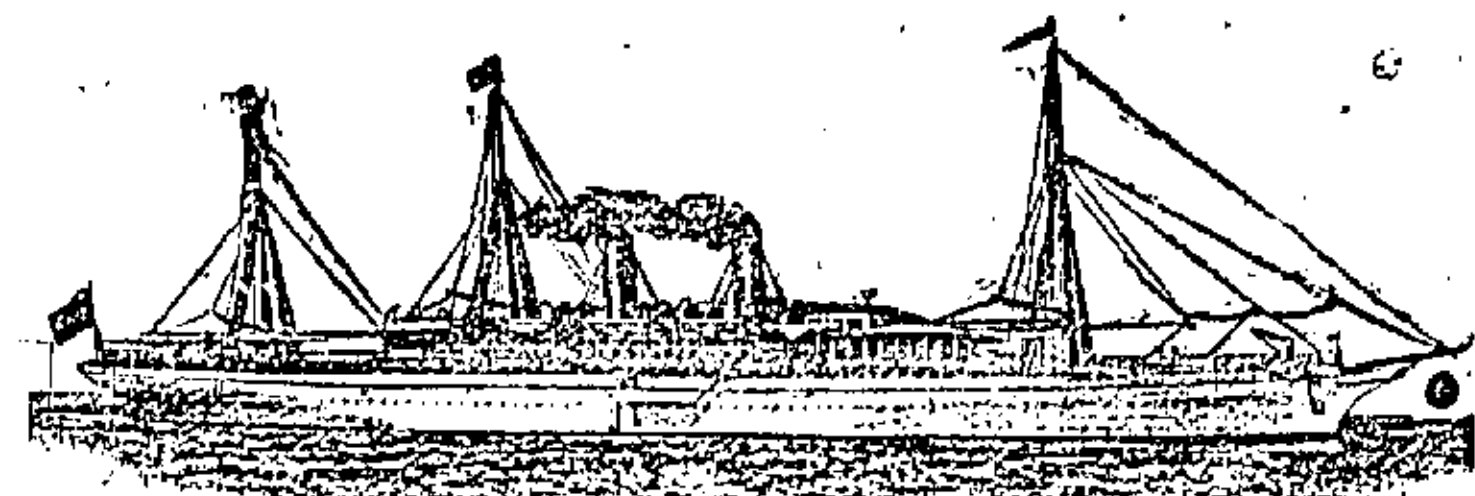
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP	NORE	About 6th June	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, SYRIA, AND YOKOHAMA	DELTA	About 13th June	Freight and Passage.
SHANGHAI	DELTA	About 13th June	Freight and Passage.
LONDON, via USUAL PORTS	MALTA	June 15th	See Special Advertisement.

E. A. HEWITT, Superintendent.

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18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

STEAMERS	LEAVE HONGKONG	ARRIVE VANCOUVER
EMERALD OF JAPAN	6000 Tons	Thursday, June 6
EMERALD OF CHINA	4450 Tons	Wednesday, June 19
EMERALD OF INDIA	6000 Tons	Thursday, July 4
EMERALD OF AFRICA	6000 Tons	Thursday, Aug. 1
EMERALD OF AUSTRALIA	6000 Tons	Thursday, Aug. 19
EMERALD OF AMERICA	6000 Tons	Wednesday, Aug. 14

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R.M.S. MONTAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers at intermediate rates, affording superior accommodation for that Class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Pass, apply to
D. W. CRADDOCK,
General Traffic Agent for China.
CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMAKURA MARU	WEDNESDAY, 12th June, at Daylight.
	HITACHI MARU	WEDNESDAY, 26th June, at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.	TANGO MARU	TUESDAY, 11th June, at Daylight.
	AKI MARU	TUESDAY, 25th June, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU	FRIDAY, 14th June, at Noon.
	YAWATA MARU	FRIDAY, 12th July, at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	HIROSHIMA MARU	TUESDAY, 4th June, at Noon.

SHANGHAI, MOJI & KOBÉ	CEYLON MARU	THURSDAY, 6th June, at Noon.
NAGASAKI, KOBÉ AND YOKOHAMA.	YAWATA MARU	WEDNESDAY, 12th June, at Noon.
KOBÉ AND YOKOHAMA.	HAKATA MARU	SATURDAY, 15th June, a.m.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office to Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

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MINNESOTA

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Sailing Dates Subject to Change.

'MINNESOTA' Captain C. F. Austin, On WEDNESDAY, 31st July, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kōbe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

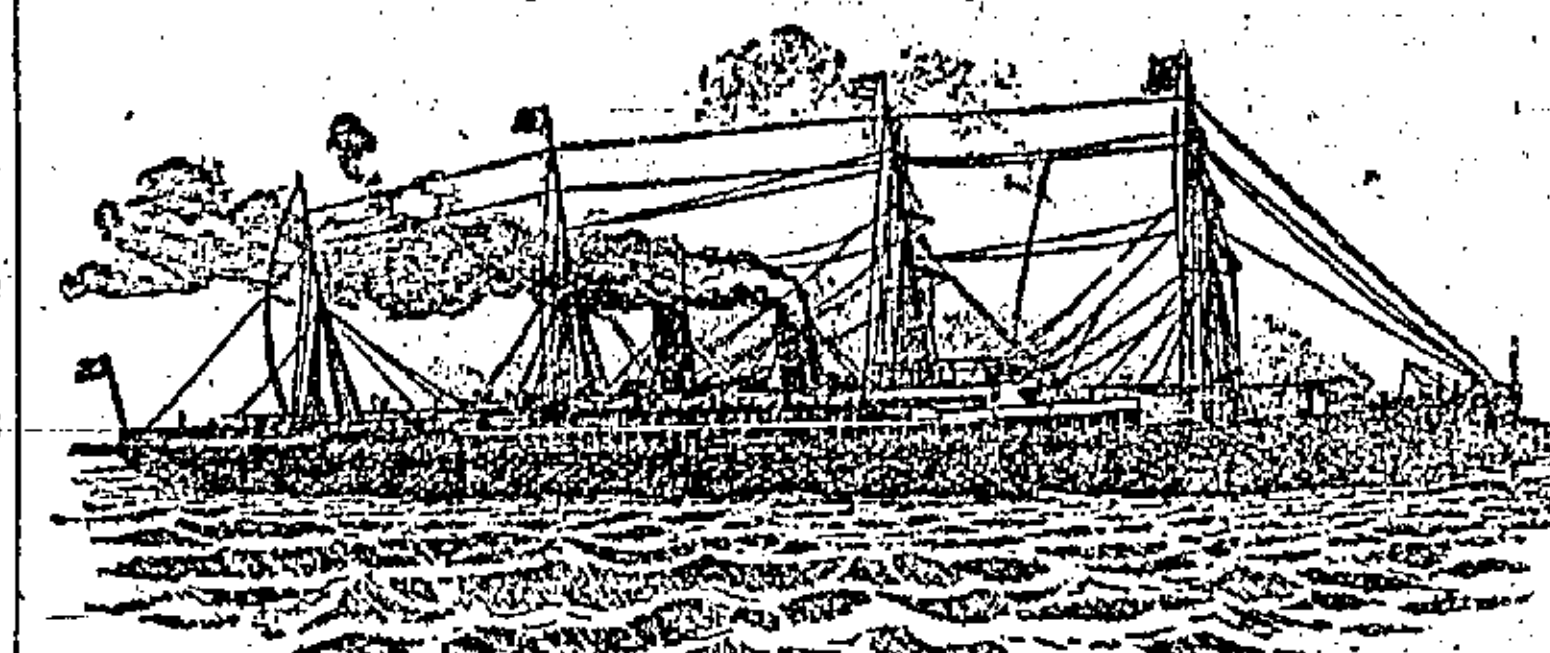
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VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



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Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1907.
AMERICA MARU	11,000 Tons, TUESDAY, 11th June, at Noon.
SIBERIA	18,000 Tons, TUESDAY, 18th June, at Noon.
MONGOLIA	27,000 Tons, TUESDAY, 25th June, at Noon.
NIPPON MARU	11,000 Tons, TUESDAY, 2nd July, at Noon.
DORIC	9,000 Tons, TUESDAY, 9th July, at Noon.
COPTIC	9,000 Tons, SATURDAY, 20th July, at Noon.
HONGKONG MARU	11,000 Tons, SATURDAY, 27th July, at Noon.
KOREA	18,000 Tons, TUESDAY, 6th Aug., at Noon.
	FRIDAY, 16th Aug., at Noon.

* Twin Screws.

RECORD FAST TRIPS. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

Yokohama to San Francisco, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, SAN FRANCISCO to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 15th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship AMERICA MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

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SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBÉ & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONNAGE, CAPTAIN, TO SAIL ON.

NICOMEDIA 4370 G. MEISNER Saturday, June 22.

ALBIA 5167 Monday, July 15.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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CHINA NAVIGATION CO., LD.

FOR SWATOW AND SHANGHAI

HOIHOW & HAIPHONG

MANILA

CEBU & ILOILO

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TSINGTAO AND NEWCHANG

MANILA, ZAMBOANGA, PT. DARWIN

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SYDNEY & MELBOURNE

CHEFOO AND TIENTSIN

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

S. R. REDUCED JALON FARES, Single and Return, to Manila and Australian Ports.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

ZAFIRO 2540 A. Fraser Manila Saturday, June 8, at Noon.

RUBI 2510 R. W. Almond Manila Saturday, June 15, at Noon.

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HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND CANALS.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI, via SWATOW, KUPONGSANG	SUNDAY	June 2, Daylight.
MANILA	LOONGSANG	FRIDAY, June 7, at 4 p.m.
SINGAPORE, PENANG (KUTSANG) AND CALCUTTA	SATURDAY	June 8, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

† Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uluhan, Jesselton and Labuan.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS To SAIL

NAPLES, GENOA, GIBRALTAR, GNEISENAU, (WEDNESDAY, 5th June, at Noon.

TAR, SOUTHAMPTON, ANTWERP AND BREMEN. Capt. G. Bolte.

SHANGHAI, NAGASAKI, ROON, (About WEDNESDAY, 6th June, at Noon.

KOBÉ AND YOKOHAMA. Capt. R. Meiners.

MANILA, NEWGUINEA, PRINZ SIGISMUND, (THURSDAY, 5th June, at Noon.

BRISBANE, SYDNEY AND MELBOURNE. Capt. Lenz.

KUDAT AND SANDAKAN. BORNEO, (WEDNESDAY, 5th June, at 9 a.m.

Capt. F. Sembill.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

Hongkong, April 28, 1907.

'GLEN' LINE OF STEAMSHIPS.

FOR LONDON, ANTWERP AND HAMBURG, via SUEZ CANAL.

THE Steamship GLENLOGAN, Captain J. McGeehan, will be despatched on MONDAY, the 3rd June, 1907.

For Freight or Passage, apply to

McGREGOR BROS. & CO., Hongkong, May 18, 1907.

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about MONDAY, the 3rd June, 1907.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, May 11, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAICHING, Captain A. E. Henson, will be despatched for the above ports on TUESDAY, the 4th June, at Noon.

For Freight or Passage, apply to

DOUGLAS, LAIR & CO., General Managers.

Hongkong, May 31, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MADRAGAS, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship OCEANIAN, Captain MAGNAN, will be despatched for MARSEILLES on TUESDAY, the 11th June, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows: S.S. AUSTRALIAN, June 25, 1907. S.S. OCEANIAN, July 3, 1907. S.S. ERMES, July 23, 1907. G. de CHAMPAIGN, Agent.

Hongkong, May 29, 1907.

TOYO KISEN KAISHA.

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WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers Tons To SAIL

GLENFARG 4000 Middle of July.

KASATO MARU 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama, Japan.

Hongkong, April 15, 1907.

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THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
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Surgeon Dentist,
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TERMS VERY MODERATE.
Consultation Free.

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KING EDWARD HOTEL.

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

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Private Bar and Billiard Rooms.
Hot and Cold Waiter throughout.
Electrically Lighted.
Electric Fans (if required).
Table D'Hôte at Separate Tables.
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A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

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—ON THE BRITISH CONSUL.—
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This is a discovery of research and experiment, which will revolutionize the treatment of the most common and distressing of all diseases, and which will be a boon to the human race.

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MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO LONDON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 3 days earlier)	Due at PLYMOUTH London 1 day later
TONS	Noon Sat'day	TONS	Saturday, 1907	Saturday, 1907
MALTA.....8000	June 15	BRITANNIA... 6500	July 13	July 20
DEVANHA 8000	June 20	through steamer	July 27	Aug. 3
CHINA.....8000	July 13	MOULTAN.....9300	Aug. 10	Aug. 17
DELTA.....8000	July 27	MACEDONIA 10500	Aug. 25	Sept. 1
DELHI.....8000	Aug. 10	HIMALAYA.....7000	Sept. 8	Sept. 15
ARCADIA.....7500	Aug. 24	MOLDAVIA.....5600	Sept. 22	Sept. 29
MARMORA.....10500	Sept. 7	INDIA.....8000	Oct. 6	Oct. 13
MALTA.....8000	Sept. 21	MONGOLIA.....9300	Oct. 20	Oct. 27
DELTA.....8000	Oct. 5	VICTORIA.....7000	Nov. 2	Nov. 9

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo to London is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TO	Leave	Due at
from	HONGKONG	from	LONDON
TONS	NOON SATURDAY	TONS	NOON SATURDAY
NORR	7000	June 15	July 22
NUBIA	7000	June 20	July 27
BYRIA	7000	July 13	Aug. 3
NYANZA	7000	July 27	Aug. 10
SIMLA	7000	Aug. 10	Aug. 17
SUNDA	7000	Aug. 24	Aug. 24
MANILA	7000	Sept. 7	Sept. 14
WAMUR	7000	Sept. 21	Sept. 28
BORNEO	7000	Oct. 5	Oct. 12

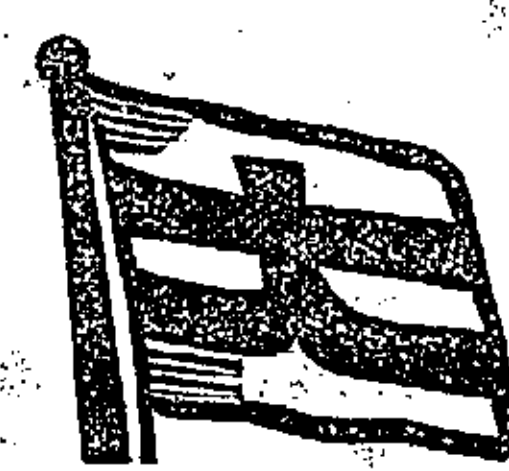
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

#221



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO'S S.S.	For	LEAVING
* JOSHIN MARU, Capt. H. S. Saito,	TAMSU, via SWATOW AND AMOY.	SUNDAY, 2nd June, at 9 a.m.
* SHOSHU MARU, Capt. M. Nemoto,	SHANGHAI, via SWATOW, AMOY AND FOCHOW.	TUESDAY, 4th June, at 9 a.m.
* MASAN MARU, Capt. I. Sakurai,	TAMSU, via SWATOW AND AMOY.	SUNDAY, 9th June, at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Curved Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9808	T. W. Garlick	June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-screw s.s. Tremont and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures speediness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information Apply to

Dodwell & Co. Limited
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER Lloyd, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

PRINZ SIGISMUND

having arrived, Consignees of cargo here

herby informed that their Goods, with the

exception of Opium, Treasure and Valu-

ables, are being landed and stored at their

risk into the hazardous and/or extra haz-

ardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

Kowloon and West Point Godowns, whence

delivery may be obtained.

No claims will be admitted after the

goods have left the Godowns, and all goods

remaining undelivered after the 6th of

June, will be subject to rent.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 6th of June, at

9.30 a.m.

All Claims must reach us before the 10th

of June, or they will not be recog-

nized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

NORDDEUTSCHER Lloyd,

MELOERS & Co.,

Agents.

Hongkong, May 31, 1907.

THE 'SHIRE' LINE OF STEAMERS,

LIMITED.

FROM MIDDLESBRO, LONDON,

COLOMBO & STRAITS.

NOTICE TO CONSIGNEES.

THE Steamship

MONTGOMERYSHIRE,

Captain W. T. Hall, having arrived from

the above Ports, Consignees of Cargo

are hereby informed that their Goods are

being landed at their risk into the Godowns

of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., at Kowloon, and

stored at Consignees' risk and expense.

No claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 3rd June,

will be subject to rent.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 3rd June, at

2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, May 28, 1907.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER PESHAWUR.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-

named Vessel are hereby informed

that their Goods are being landed and

placed at their risk in the Hongkong and

Kowloon Wharf and Godown Company's

Godowns at Kowloon, where each consign-

ment will be sorted out Mark by Mark, and

delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here un-

less instructions are given to the contrary

before 6 Hours.

Goods not cleared by the 3rd June,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged packages must be left in the

Godowns for examination by the Con-

signee's and the Co.'s representative at an

appointed hour. All claims must be pre-

sented within the days of the steamer's

arrival here, after which date they cannot

be recognized. No claims will be admitted

for the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, May 28, 1907.

NOTICE TO CONSIGNEES.

THE Steamship

ABERLOUR,

Captain Barber, having arrived; Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for counter-

signature by the Undersigned and to take

immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before

2 p.m.

Any Cargo impeding her discharge will

be landed into the hazardous and/or extra

hazardous Godowns of Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and

expense.

All Claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognized.

All claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

the Undersigned.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, May 29, 1907.

NOTICE TO CONSIGNEES.

STEAMER AUSTRALIAN.

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES of Cargo from London

ex s.s. Dardanelles and Dardanelles, in

connection with above Steamer are hereby

informed that their Goods, with the excep-

tion of Opium, Treasure and Valuables,

are being landed and stored at their

risk into the hazardous and/or extra

hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Com-

pany, Ltd., at Kowloon, whence delivery

may be obtained immediately after land-

ing.

Optional Cargo will be forwarded unless

intimation is received from the Consig-

nee before 10 a.m., to-day, requesting it to

be landed here.

Bills of Lading will be countersigned by

the Undersigned. Goods remaining un-

claimed after MONDAY, the 3rd June, at

Noon, will be subject to rent and land-

ing charges.

All claims must be sent in to me be-

fore the 3rd June, or they will not be

recognized.

All damaged packages will be examined

on MONDAY, the 3rd June, at 8 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, May 27, 1907.

A MYSTERY OF THE WAR.

Japanese with the Russians.

It was considered a mystery during the late war that a Japanese of fine presence and plausible address should have been found as interpreter at the headquarters of the Russian Manchurian Army, as related by several Japanese prisoners of war who subsequently returned to Japan. The mystery has now been cleared up by the military interpreter himself coming to Japan to pay a visit to his mother. He is an Eurasian, Mr. Dmitri Chihai, 25 years old. His father, now dead, named Jacob, was once a teacher of music at the Russian Theological Seminary at Surugodai, and later became first interpreter of the Russian Legation. His mother is a Japanese lady, hailing from Amakura, near Takasaki. Her maiden name was Ryo Yokoi, and she afterwards changed her name to Elena. She gave birth to three children, but Chihai alone is now living. She lives at Myokokoji, Minamishingawa, where her son is now staying. When quite a boy, he went to Odessa with his uncle. Afterwards he returned to Japan, and was pupil at various Japanese primary schools here, and among others at the Gwosai Gakko, the French School. In 1903 he was student at the Tokyo Academy of Music. He then went to Khacarovsk and became interpreter. During the war, he was ranked as a major, and attached to the General Headquarters of the Russian Army. After the war, he received the 3rd class of the Order of St. Anna. Last year he paid a visit to his mother here, and this year he obtained leave for four months and arrived at Shinagawa on the 4th inst.—*Japan Times*.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kaitang

having arrived from the above Ports

Consignees of Cargo by her are hereby

informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remain-

ing on board after 4 p.m. the 3rd June

will be landed at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, May 31, 1907.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER MALTA.

FROM BOMBAY, COLOMBO AND

STRAITS.

CONSIGNEES of Cargo by the above-

named vessel are hereby informed

that their Goods are being landed and

placed at their risk in the Hongkong and

Kowloon Wharf and Godown Company's

Godowns at Kowloon, where each consign-

ment will be sorted out Mark by Mark and

delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c. ex s.s. Marmora and

Persia.

From AUSTRALIA, ex s.s. Victoria.

From PERSIAN GULF, ex B.L.S.N. and

B. & P.S.N. Co.'s steamers.

Optional Goods will be landed here un-

less instructions are given to the contrary

before 6 Hours.

Goods not cleared by the 4th June,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Con-

signee's and the Company's representative

at an appointed hour.

All claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognized.

No claims will be admitted after the

Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, May 29, 1907.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND MANILA.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 1st at 12.05 p.m.—The barometer has risen in Japan, and fallen over Formosa and Central China.

The northern depression has moved into the Pacific to the N.E. of Japan. A slight depression, developed in the low pressure trough of the S.W. of Formosa, moved to the N.E. last night and is now situated in the neighbourhood of N. Formosa.

Pressure is highest over S.W. Japan. It is still somewhat low over the N. part of the China Sea.

Fresh variable winds may be expected in the Formosa Channel, and fresh E. winds along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. winds, fresh; squally, rainy.

2.—Formosa Channel: Variable winds, fresh.

3.—South coast of China between Hongkong and Lianao: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

SUNDAY, JUNE 2nd, 1907.

CHURCH SERVICES.

St. John's Cathedral.

SUNDAY, FIRST AFTER TRINITY.
Holy Communion (7.30 a.m.)
Matins (11 a.m.) (Full Choir).
Responses, Psalms, Venite, Gloria, etc., of the 2nd morning. Te Deum, Sanctus, in F. Benedictus, Credo in G. Anthem. With all Thy heart, etc.

Holy Communion (10 a.m.)
Kyrie, Gloria in F; Hymns, 161, 316, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

St. Andrew's, Kowloon.

SUNDAY, FIRST AFTER TRINITY.
Holy Communion (7.30 a.m.)
Matins (11 a.m.) (Full Choir).
Responses, Psalms, Venite, Gloria, etc., of the 2nd morning. Te Deum, Sanctus, in F. Benedictus, Credo in G. Anthem. With all Thy heart, etc.

Holy Communion (10 a.m.)
Kyrie, Gloria in F; Hymns, 161, 316, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

St. Peter's Church, Queen's Road.

SUNDAY, FIRST AFTER TRINITY.
Morning Prayer 11 a.m.
Venite, Gloria, etc., of the 2nd morning. Te Deum, Sanctus, in F. Benedictus, Credo in G. Anthem. With all Thy heart, etc.

Holy Communion (10 a.m.)
Kyrie, Gloria in F; Hymns, 161, 316, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Union Church, Kennedy Road.

SUNDAY, FIRST AFTER TRINITY.
Morning Prayer 11 a.m.
Venite, Gloria, etc., of the 2nd morning. Te Deum, Sanctus, in F. Benedictus, Credo in G. Anthem. With all Thy heart, etc.

Holy Communion (10 a.m.)
Kyrie, Gloria in F; Hymns, 161, 316, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397